


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0005</p> <p>Date: 17 January 2011</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>AIRBUS</p>	<p>Type/Model designation(s) :</p> <p>A310 aeroplanes</p>	
<p>TCDS Number: France N° 145</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: This AD supersedes EASA AD 2007-0230 dated 15 August 2007.</p>		
<p>ATA 28</p>	<p>Fuel – Electric / Electronic Common Installation Fuel System Route 2S – Modification</p>	
<p>Manufacturer(s):</p>	<p>Airbus (formerly Airbus Industrie)</p>	
<p>Applicability:</p>	<p>A310 aeroplanes, all certified models, all serial numbers.</p>	
<p>Reason:</p>	<p>Within the scope of the Fuel System Safety Program (FSSP), analyses of the wire routing showed that the route 2S of the fuel electrical circuit in the Right Hand (RH) wing must be modified in order to ensure better segregation between fuel quantity indication wires and the 115 Volts Alternating Current (VAC) wires of route 2S.</p> <p>This condition, if not corrected, could result in short circuits leading to arcing, and possible fuel tank explosion.</p> <p>To address this unsafe condition, DGAC France issued AD 2002-578(B) to require improvements of the design as specified in Airbus Service Bulletin (SB) A310-28-2148 original issue or Revision 01. EASA AD 2007-0230, which superseded DGAC France AD 2002-578(B), required those same actions, plus additional work as defined in Airbus SB A310-28-2148 Revision 02.</p> <p>Since EASA AD 2007-0230 was issued, an operator reported the possibility of chafing with the new routing of the wire bundle 2S in the RH wing pylon area to the generator wire bundle of engine 2. The modification of this zone was introduced by A310-28-2148 Revision 02 as additional work. Investigation showed that, to avoid the risk of chafing, the affected wiring harnesses must be installed at a higher position to provide sufficient clearance with the newly routed wire bundle 2S conduit.</p> <p>Airbus published Revision 03 of SB A310-28-2148 to describe these changes,</p>	

	<p>but a new interference has been found and requires updating SB A310-28-2148 to Revision 04.</p> <p>For the reasons described above, this new AD retains the requirements of EASA AD 2007-0230, which is superseded, and requires the additional work as specified in Revision 04 of Airbus SB A310-28-2148.</p>
Effective Date:	31 January 2011
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless previously accomplished:</p> <p>(1) For aeroplanes not yet modified in accordance with the instructions of Airbus SB A310-28-2148 Original issue, Revision 01, or Revision 02:</p> <p>Within 4 000 flight hours (FH) after 07 December 2002 [the effective date of DGAC France AD 2002-578], isolate the route 2S of the fuel system in accordance with the instructions of Airbus SB A310-28-2148 Revision 04.</p> <p>(2) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 Revision 02 and not having SB A310-36-2015 or production modification 07633 embodied:</p> <p>Within 6 000 FH or 30 months after the effective date of this AD, whichever occurs first, accomplish Airbus SB A310-28-2148 Revision 04.</p> <p>(3) For aeroplanes already modified in accordance with the instructions of Airbus SB A310-28-2148 Revision 02 and having SB A310-36-2015 or production modification 07633 embodied:</p> <p>Within 1 000 FH after the effective date of this AD, accomplish the additional work identified "additional work 2" as defined in Airbus SB A310-28-2148 Revision 04.</p> <p>(4) For aeroplanes having SB A310-36-2015 or production modification 07633 embodied and already modified in accordance with the instructions of Airbus SB A310-28-2148 Revision 03, no further action is required.</p>
Ref. Publications:	<p>Airbus SB A310-28-2148 Revision 04.</p> <p>The use of later approved revisions of this document is acceptable for compliance with requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. This AD was posted on 06 January 2010 as PAD 10-004 for consultation until 03 February 2010. The Comment Response Document can be found at http://ad.easa.europa.eu/. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA E-mail: ADs@easa.europa.eu . For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS – EAW (Airworthiness Office, Telephone: + 33 5 61 93 36 96, Fax: + 33 5 61 93 44 51).